

Exhibit 6



State of California -- Gray Davis, Governor
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Meeting Minutes

July 17, 2003

TO: All Commissioners and Alternates

FROM: Will Travis, Executive Director (415/352-3653 travis@bcdc.ca.gov)
Howard Iwata, Assistant Executive Director (415/352-3639 howardi@bcdc.ca.gov)

SUBJECT: Approved Minutes of July 17, 2003 Commission Meeting

1. **Call to Order.** The meeting was called to order by Chair Barbara Kaufman at the MetroCenter in Oakland, California at 1:00 p.m.

2. **Roll Call.** Present were: Chair Kaufman, Vice Chair Halsted, Commissioners Bates, Bell, Cutler, Gordon, Kniss (represented by Alternate Carruthers), Kondylis, Lai-Bitker, Lundstrom (represented by Alternate Messina), Gus Morrison, Nack, Peskin, Rippey, Rose, Ross, Sweeney, Waldeck and Yee.

Not Present were: Commissioners Brown, Fong, Gioia, Leal, Kerns, Klass, McLeod, Rice-Oliver, Schwinn, Thayer and Torlakson.

3. **Public Comment Period.** There were no public comments.

4. **Approval of the Minutes of June 19, 2003.** Commissioner Rippey moved, seconded by Commissioner Rose to adopt the June 19, 2003 minutes. The motion carried with five abstentions.

5. **Report of the Chair.** Chair Kaufman gave the following report:

a. **Next Meeting.** The next regularly scheduled Commission meeting will be held in three weeks on August 7th at 1:00. The meeting will be held in the Port of San Francisco's beautiful new room in the newly restored San Francisco Ferry Building. She urged everyone to arrive early enough to take a walk through the Ferry Building Arcade before the meeting. It is magnificent. At the August 7th meeting, the following matters will be taken up:

(1) The Commission will vote on an application to construct a recreational marina and a salt pond in Redwood City. A public hearing on this application is being held today;

(2) The Commission will vote on revisions to its regulations that are necessary to implement the ex parte communication policy adopted a few months ago. A public hearing on this matter is being held today;

(3) The Commission will hold a public hearing and vote on a two-year work program that will be used by the staff to carry out the updated Strategic Plan the Commission is voting on today;

(4) The Commission will receive a briefing on the status of the implementation of the San Francisco Special Area Plan; and

(5) The Commission will hold a closed session to discuss a lawsuit dealing with a violation in Alameda.

Chair Kaufman next invited any members who have engaged in ex parte communications to summarize them at this point.

Commissioner Waldeck reported having dinner about four or five months ago at a friend's house. Mark Sanders, who is an Applicant coming up, was at the dinner. Mr. Sanders told Commissioner Waldeck that he had a project in front of BCDC and he knew this could not be discussed. Commissioner Waldeck then informed Mr. Sanders to work with staff.

6. Report of the Executive Director. Will Travis gave the following report:

a. **Budget.** A Proposal by Senate Republicans to eliminate the Coastal Commission may have come to the attention of the Commission. The proposal is actually more sweeping and involves eliminating General Fund support for a number of Resources Agency departments, including BCDC. Although the Senate rejected this proposal a few days ago, the final details of the budget are still being negotiated. Mr. Travis promised to keep the Commission apprised.

b. **Layoff.** At the June 19th meeting, Mr. Travis advised the Commission that staff was successfully meeting a directive requiring BCDC to reduce its personnel expenditures by ten percent in the current fiscal year without having to lay off staff. This was accomplished by holding positions vacant and securing additional reimbursement funding.

Despite meeting the goal of the directive, on July 1st the Department of Personnel Administration directed BCDC and all other state departments who had not initiated a layoff process to issue a "surplus status certification letter" to each employee with

less than 30 months of state service. This notice initiates a 120-day period before any layoff can take place.

This last directive was necessary because the negotiations between the Administration and the collective bargaining organizations have not yet resulted in personnel services cost reductions, and legislative proposals now call for eliminating a significant higher number of staff positions. In addition, the Governor issued two executive orders on July 1st, which eliminated all vacant staff positions and extended the hiring freeze for another two years.

As a result of these directives, two additional staff positions have been eliminated, a dredging analyst and the contracts manager. Also, two permanent staff members have received notice that their positions are considered "surplus": Ellen Miramontes, a Bay Development Design Analyst; and Rachel Sultan, the planning and dredging secretary. In addition, if these two surplus employees will have to be laid off, the Commission would have to first lay off two limited term employees: Jennifer Feinberg, a permit analyst; and Carla Chokel, the temporary oil spill analyst.

If, ultimately, all six of these staff positions are lost, BCDC's ability to carry out the mandates of state law will be significantly compromised. The staff level would be reduced to 33, which is almost a third lower than it was just two years ago and about the same level as six years ago. The work program that will be provided to the Commission at the next meeting will indicate exactly how these reductions will affect the Commission.

c. **New Arrival.** Ellen Miramontes was placed on "surplus" employee status last week. A few days earlier, there was a more joyous event in her life when she gave birth to a new daughter, Carmen Alegra. Mr. Travis expressed hope that by the time, she is ready to end her maternity leave, the budget situation will be resolved and she can be welcomed back to her job.

d. **Sand Mining Violations.** Staff has recently initiated an enforcement action against three companies that mine sand from the Bay: Hanson Marine Operators, the largest Bay sand miner; and two companies with smaller operations, RMC Pacific Materials, and Jericho Products, Inc. This matter was referred to the Attorney General's Office rather than handle it internally in order to avoid a potential conflict of interest and to take advantage of the greater resources available at the AG's Office. A closed session at the next meeting can be scheduled to discuss this case in greater detail.

e. **Updated Seaport Plan.** On July 3rd, the Commission was sent an updated version of the Bay Area Seaport Plan. Please incorporate this revised plan into the reference binder.

f. **Vacation.** Mr. Travis indicated he will be on vacation the last week of July. Steve McAdam will be serving as acting executive director while Mr. Travis is away.

7. **Commission Consideration of Administrative Matters.** Mr. McAdam was available to respond to any questions. There were no questions posed,

8. **Public Hearing and Vote on Strategic Plan.** Mr. Travis reported that there was a consensus agreement on a Strategic Plan update. It is constrained by the resources that are available this year. What the staff did was attach what they believe are reasonable deadlines for accomplishing each of the objectives and indicated which staff member would have the lead responsibility in fulfilling the objectives. Staff would recommend that the Commission adopt the Strategic Plan. Mr. Travis noted that alternate Commissioner Susan Adams attended the workshop. She had urged that the Commission take global warming into account in all of its actions. There was not a consensus that that should be an objective, but she did contact Mr. Travis to ask that it be raised again, that she felt that was a concern that should be incorporated into the plan.

Chair Kaufman opened the public hearing. There was no public comment.

MOTION: Commissioner Carruthers moved, seconded by Commissioner Rose to close the public hearing. The motion passed.

Commissioner Waldeck thanked staff and the fellow commissioners for including the desalination update as part of the plan. There is momentum, especially in Marin County to have a policy in place as desalination comes closer. He further reported that the Regional Water Board has updates on what staff is doing. He suggested doing something similar to that on a monthly basis as it would give the Commissioners a better idea of what all the staff does, and it could be kind of a bonding experience between the Commission and the staff.

MOTION: Commissioner Lai-Bitker moved, seconded by Commissioner Bates to adopt staff recommendation.

VOTE: The motion passed with a roll call vote of 17-0-0 with Commissioners Bates, Bell, Cutler, Gordon, Carruthers, Lai-Bitker, Messina, Gus Morrison, Nack, Peskin, Rippey, Rose, Ross, Sweeney, Waldeck, Vice Chair Halsted and Chair Kaufman voting "YES", no "NO" votes and no abstentions.

9. **Public Hearing on Permit Application No. 2-02; Mark Sanders; Westpoint Marina, in the City of Redwood City, San Mateo County.** Andrea Gaut provided the Commission with a brief introduction. The permit application before the Commission for a public hearing this afternoon is for a full service marina and boat yard. The marina is proposed in a former salt pond that is located in the City of

Redwood City. The staff has identified six primary issues which it believes the Commission should be reviewing for the project, and they include the policies in the Bay Plan regarding salt ponds, Bay fill, recreation, public access, water quality, fish and wildlife, and tidal marshes and tidal flats. Ms. Gaut introduced Mark Sanders who proceeded to give a slide presentation to the Commission. The presentation provided details as follows:

The proposed Westpoint Marina is located in the South San Francisco Bay. The South Bay is the largest population in the Bay area. There is great need for a marina in the South Bay because there are no fuel docks or boat yard services. Mark Sanders went into detail about the need for a marina in the South Bay, the suitability of the proposed site, and the vast support the project has from the public.

Mr. Sanders then introduced Tim Hurley who provided further details about the design of the proposed public access.

Chair Kaufman opened the public hearing and the following persons provided comment on this project.

David Abraham, President of the Bair Island Aquatic Center made the following comment:

"The Bair Island Aquatic Center, a non-profit organization located on Steinberger Creek in Redwood City, very near Westpoint Slough, is a 200 member community focused aquatic center that brings the joy of low impact, water-oriented recreational activities such as paddling and rowing to the communities that we serve and in which our members reside. These communities include the counties of San Mateo, Santa Clara, San Francisco, Contra Costa, Alameda, and Santa Cruz. And in fact we serve a large portion of the entire Bay Area. We draw members from a large portion of the Bay Area because of the unique water conditions to be found in the South Bay. Access to the South Bay is critical to our mission of providing community access to paddling and rowing. Unfortunately, the high cost of renting or buying land appropriate for use in paddling and rowing, limits our expansion and may jeopardize our very existence. As increasing amounts of waterfront land are converted to housing developments, there is a limited amount left for community access. The Bair Island Aquatic Center, which leases its current site, cannot compete with housing developers for the price that waterfront land can command. Once that lease runs out, we could very well be homeless. The water oriented recreational access that we provide would be lost to the community. That is why Westpoint Marina Project is so critical to our community members who range from 6-year-old boys learning paddling to 60-year-old grandmothers trying out sculling for the first time. It is also critical to our nearly 100 student members from a variety of public and private Bay Area high schools, including Sierra High School, Middle Atherton High School, Sequoia High School, Woodside High School, Notre Dame

High School, and others. It is also critical to the elite athletes that are training with us in hopes of one day competing for the United States in the Olympic Games. The Westpoint Marina Project will provide a location where community- based paddling and rowing organizations like the Bair Island Aquatic Center can take up residence and continue to provide water oriented recreation to the community. We are thrilled by this. In fact, the Westpoint Marina Project, including the proposed boathouse, actually furthers the BCDC stated goal of ensuring maximum public access to the Bay. I ask, together with the members here today from the Bair Island Aquatic Center and other local water oriented recreational groups for you, our representatives to the BCDC, to approve the Westpoint Marina Project."

Mike Marzano, a volunteer representative for the Sea Scouts on the Peninsula and helper in coordinating youth activities made the following comments:

"Something we have learned is that most of the youth that we get into our programs have not experienced the Bay, do not understand the value of the Bay, or the environment that we have here in the Bay Area. In having facilities where we can get out to the water, show the youth that they can learn, they can experience it, and begin to understand how delicate the environment is and the values that we put on that, and that that actually dictates our lifestyle here in the Bay Area is very important. So, we use that very critically within our programs. We

also have youth that come from as far as San Jose, youth that come up from Burlingame, different areas, all to Redwood City just to evaluate these programs that we have there as we keep losing them in other areas. So, again, we also ask that you approve this project as we move forward and look at educating more people here within the Bay Area about the value of the Bay that we have at our access."

Jason Lawrence, a Youth leader of the Sea Scout Ship Gryphon made the following comments:

"We teenagers have trouble getting jobs in this kind of environment and we figured we liked this project because, coming off a youth program like this, we would have skills like working in a restaurant, mechanics shop, sales shop, all these other shops, and even a boat yard. And having these skills, we might be able to get a job much easier and we can be down there learning more, doing more work for our community."

Doug Hipsley, the Vice President of Recreational Boaters of California made the following comments:

"We are a non-profit organization dedicated to protect the interests of recreational boaters throughout the state of California as well as to promote the responsible use

of the California waterways. We are sponsored by approximately 200 boating organizations in California, and represent about 50,000 boating families. I would just like to point out that at one time the South Bay has a long and colorful history. Alviso was the home of the South Bay Yacht Club. That was one of the first yacht clubs in California. I think it was number 4. In the early days when Jack London less than 100 years ago, was roaming the streets of Oakland, he preferred sailing in the South Bay, and numerous times had visited the South Bay Yacht Club. If you look at that chart now, you could see that Alviso is completely choked off. There is no access to Alviso. In the last 20-30 years, Palo Alto has been choked off. There is no recreational boating out of Palo Alto area. Today, BCDC has the opportunity to re-vitalize sailing in the South Bay for recreational boaters. This is not only a well thought out plan, it is environmentally sensitive and one of the most important things, it is going to enhance safety for boaters in the South Bay. This marina will be a safe haven for boaters who are in the South Bay. When the weather comes up, if they have mechanical functions, they have a full service marina they can go to and get the kind of help they need. Right now, the nearest gas docks are up at Coyote Point. This forces a lot of people to do things illegally, and that is to fill their boats out of gas cans, you know, down in that area of Redwood City. This is not only environmentally harmful, it would also create a fire damage. So we really recommend that you look at this project, approve this project, and take the first step in revitalizing boating in the South Bay."

Wade Church made the following comments:

"I am still an avid boater. I currently have a 46-foot Island Trader docked at Pete's Harbor. I represent about 35 boaters that showed up here today, and we all would like to express our support for Mr. Sanders' project. First of all, I would like to thank the Board for your last 40 years of your stewardship of the Bay. We appreciate that very much. Although the boaters in the South Bay are very diverse and eclectic group of people—we have a lot of different opinions and they are as diverse as the types of boats we operate, but the one thing we have in common is the need for a clean and healthy environment in which to practice our boating activities. This project which Mr. Sanders has put an immense amount of time, energy, and money will be highly utilized by the boaters in the South Bay. At present, Mr. Sanders has an e-mail list of well over 60 people on it that he keeps current with his project, and if you held this meeting closer to Redwood City in the evening, I guarantee you would have filled this hall with about ten times as many people. So we would just like to thank you and hope that you will support this project."

Kent Mitchell, a volunteer on this project and director of the National Rowing Foundation, former United States National Team Coach, made the following comments:

"I took my first rowing outing on this water 46 years ago in 1957, and I have been going up and down Westpoint Slough for 46 years waiting for a chance to get a place to row a little closer to what we are talking about now. I think that this particular access point is especially critical because the whole Redwood Creek itself is one of the most ideal places to learn to row and to learn to row at a very high level that exists in the United States today. One of the best proofs of that statement is the fact that, of the last seven men's crews who have won gold medals in the Olympics for the United States, four of those crews were either manned entirely by individuals, or were led by individuals who took their first strokes in Redwood Creek. So we are talking about a majority of the Olympic gold medalists in the United States since 1952 having come from this area, at least as far as the boats that won them are concerned. And this has not stopped. Last Monday morning in New Jersey, Kristin Goodrich, who is now the best single sculling woman in the United States and will most likely be the representative of next year's Olympic team, who also went to Woodside High School and took her first strokes on Redwood Creek, won the national trials for the world championships which will be held in Milan later this month. So the torch has gone all the way from 1952 and continues to produce some of the most excellent high class rowing there is, and this is due to the fact that the area is so placid in the morning, it is an area where we can get out and row without disturbing residents, it is useable at all tides, from the -1's to the +7's and 8's. It has got long straightaway channels, wide channels where we can accommodate power boats and rowing boats, and boats going in different directions, is well marked, and generally speaking there really is no place between San Francisco or even north of San Francisco on south where you can get water like this. And then, with all this happening, this opportunity, what is happening is we are losing access. The numbers of people who want to row are increasing significantly, and we absolutely have to have this access as an additional place, otherwise this whole history that I just gave you could itself dry up, and I certainly urge you to approve this project."

Eric Artman, a boater and private citizen made the following comments:

"I am a North Bay boater, but I am here supporting this harbor because, in today's economic times, there is some very real potential that I may have to relocate to the South Bay, and I would like some space and some facilities available there. You have heard from a lot of people on the environmental benefits of this project, how it fits and meshes nicely with those goals. From a personal standpoint, I think it is very necessary. You have heard people talk about the loss of facilities in the South Bay so far. I have a worry that goes beyond my own personal desires, and that is that, as we lose boating facilities and the ability to place boats and keep them around, boating becomes more of an elitist activity and I do not want to see that happen. It is quite possible right now to spend \$1,500 or \$2,000 and get a good boat that is suitable for sailing on the Bay. I mean, it is not going to be a cutting

edge racer, but you are going to have a lot of fun, you are going to find people with similar boats who want to race against you, and you are going to be able to go out and have a good time. If we make it to the point where you can buy that boat, but you cannot store it, either on land or in the water without paying some outrageous fee, \$600 or \$1,000 a month, or something like that, we have pressed a lot of people out of boating, and that is what we want to try to avoid. And making new facilities available will assist that, and we hope that when the vote comes on this project you will vote in favor."

Ralph Nobles, environmentalist, President of the Friends of Redwood City, long time resident and member of the San Mateo County Planning Commission representing the 4th District made the following comments:

"Friends of Redwood City is the organization which 20 years ago saved Bair Island from development. Bair Island is now the crown jewel of the wildlife refuges, wildlife wetland, and wildlife system. And as an environmentalist, I would very much like to see this Commission approve this project. The environmental benefits are too numerous to mention, but one of them I would like to just cite is that, at present, Greco Island, which is one of the best wildlife habitat for the Clapper Rail in the whole Bay Area, is subject to unauthorized human intrusion, and with this project there would be full time surveillance provided by the project itself, and furthermore, there is no wake control in the Westpoint Slough□there would be wake control with this project. And another thing, presently duck hunters, licensed duck hunters, can take wildlife in the wildlife refuge on Greco Island. Redwood City has an ordinance, which prevents this, which makes it illegal for hunting within a certain specified area of development. This ordinance presently protects almost all of Bair Island. And with the addition of this marina and its development, it would protect almost all the remaining area of Greco Island, except for the extreme eastern portion. So I hope you approve the project."

Robert Hoffman, a boater in Redwood City Harbor for over 55 years and past president of the Recreational Boaters in California made the following comments:

"I have seen the rise and fall of the facilities in the harbor. I am very much interested in seeing this project move forward. At one time we had three boat yards and three fuel stations in Redwood City for the boaters down there. We have none today. Other speakers have told you about the wonders of boating on the South Bay, I will not get into that, I just want to tell you I hope you will approve this. I am looking forward to another 50 years of boating on the South Bay in a world class recreational boating center."

Craig Amerkhanian, the Director of Rowing at Stanford University made the following comments: "The main thing that I see for Stanford as a benefit of this facility is that we address many of the community's needs on the Peninsula,

introducing them to rowing, aquatic safety, and water sports. And what I see with this facility is, really, its profound effect on bringing a safe haven and a real sense of secure and safe water to our area. Right now, our body of water is such that if things do happen to go wrong in windy conditions, it is very difficult to make it all the way into where we launched. And with this particular opportunity and this boathouse facility, and the access that it will create to the water, not only will it support all the youth programs that develop throughout the area by creating new access, but also it will bring a sense of safety. If we have got some people out rowing and they get in trouble, there is a place, and right now we do not have that. And, quite frankly, safety is really the number one thing that we promote in terms of developing access to water, so I strongly suggest approval of this project. I want to thank Mark for this dynamic and really amazing plan, and look forward to seeing this project completed."

Skip Spiering, resident of the South Bay for 30 years made the following comments: "I rowed in college. My daughter at 11 years old started rowing at Los Gatos Rowing Club. I ended up coaching there for four or five years through her tenure and beyond. It was so much fun I took it up again. Now I am ancient and old, but still love rowing. I fortunately have been part of a very successful rowing club. We have been all around the world—Australia, London, back east winning gold medals and, quite frankly, when you get as old as I am, if you ever quit, it is all over. So we do not want to stop, we do need a home. We very much appreciate you considering this project. We think it is an excellent project. I now also coach at the Silicon Valley Rowing Club. Because of Title 9, among other things, the interest in rowing itself, especially in women, has more than quadrupled, ten times the effect. When my daughter first started rowing, Los Gatos Rowing Club on Lexington was the only place to row in the South Bay. Now people have discovered Redwood Creek and its benefits, and there are hundreds of high school and grammar school age children that would love to row. We are here to help them. We hope you can help us."

Anita Giani made the following comments: "My husband and I live aboard a 38-foot sailboat at Pete's Harbor. We sail frequently in and out, and I am past Commodore of the Sequoia Yacht Club. My husband and I just love the Redwood City area. The weather, the access to the water, and access to work. It is the farthest south that people can live aboard and have decent jobs. It is the best place in the South Bay for us. The main difficulty living there is the lack of services. The nearest field to us is Coyote Point, and it is an hour or hour and a half drive for us, by boat. We recently had our standing and running rigging re-done and the boat re-painted. We had to go to Sausalito and the boat was hauled out for two weeks up there. When we have canvas work done, we have to go to Alameda. I mean, needless to say, it makes it a little inconvenient for living there. We really need this kind of infrastructure that does not exist there anymore in the South Bay. As part of

Sequoia Yacht Club, Sequoia has a very active junior sailboat training and high school sailing. We have remote control laser sailing fleet, the largest in the United States—we actually say the largest in the world—small and large fleet

sailboat fleets, active racing—70 to 80 people out racing every Wednesday night in our beer can races, frequent cruise-in's, frequent cruise-out's. Anyway, you get the idea. And we sponsor a number of activities that are also open to the public. I just urge you so much to approve this great project. We really need it."

Bob Wilson a resident of Redwood Shores, member of the Board of Directors of the Sausalito Yacht Club and past director of the Marine Ecological Institute, made the following comments:

"We live right on the Bay there. I have been sailing and cruising on the Bay in Coastal waters for about 20 years and I knew Mark before that time and have known him since the beginning of this project. And I have to tell you, when this first project was first brought up from Mark, I told him he was crazy, there was just no way a project like this would ever get approved given the sorts of demands, and time, and whatnot it would take. Well, we are here today really not at the beginning, but at the end of the beginning of this process. And I urge that the Board join the rest of the people here today in lending their strong and unequivocal support for the project. You know, if you have ever taken a good look at our area, it is kind of complex, and if you have ever seen some of these satellite photographs of California, and particularly of Northern California, you can see a tremendous concentration of people and activities near the coast and near the water. We have a very delicate ecosystem and we have eluded to some of those things today. One of the things that has been talked about is Alviso. I had the opportunity about a week ago to visit with some of the founding members of some of the yacht clubs down there, residents from 65 years plus who are still there, there are still boats down there, they are mired in the mud, and they are just landlocked and cannot get their boats in and out to use that facility. And why did that happen? It started about 40 years ago, small little steps, little at a time, not thinking through like you all do, and you have for the last several years, what small steps can do to both harm and hurt our ecosystem. This project, if we zoom in on it, really is a wonderful incremental approach to enhancing the ecosystem of the South Bay. Let me give you six reasons why I think we should approve this project. First of all, there is a rare consensus in the community that this is the right thing to do. You see that here today. It has been that way at every public meeting we have had, and someone mentioned if we were able to bring this meeting to the South Bay in the evening, you would see even more overwhelming support for this. It addresses the real needs of the community and real needs of the environment. There are lots and lots of people in the South Bay who now use the area, want to be close to the water for all sorts of activities and do so in less than friendly meetings many times in terms of

the environment. Third, it really uses the existing infrastructure as well as I can imagine any project would on the Bay. A lot of our problems in the South Bay have to do with the lack of water flow, the lack of access to the shoreline, and so forth. All of that is solved here in the Redwood Creek area because of the dredging that occurs to keep the port open. A lot of the other infrastructure items that are already in place, and this is a small incremental change that can have a massive positive impact on all of the constituencies in the Bay. Fourth, there is tremendous commitment by Mark, by the community, and by people who are not here. Again, a rare situation in projects of this nature. Fifth, it is environmentally sensitive. We have heard about a lot of that today, only a small portion of it. There have been a lot of questions raised

over the last 15 years or so, and every time, those have been not only addressed, but ultimately people come out to support this project on every environmental issue that has been brought up. And finally, I think the last reason, as I read your chart here, I think it really is the kind of project your charter had in mind and the kind of project you are to shepherd through to conclusion, and I am hoping that, as you learn more about this project, you will see it the same way."

Giorgia Garilli, Harbormaster at Pete's Harbor, made the following comments:

"As Mark mentioned, Pete's Harbor is about to close down in a year. We have currently about 200 boats over there, so imagine the difficulties since there are barely any marinas around for all these people to re-locate. It has been very difficult for the people from Peninsula Marina that were right next to us when they closed down. Over there, there were about 400 boats, and so most of them knocked to our doors, but unfortunately there was not enough facility to accommodate them. So I am here to at least support Mark Sanders. People in the South Bay really need the boating facilities. Also, as the Harbormaster, I receive phone calls every day about where can people get fuel. So of course we have to send them in the north or we have to ride at least from Pete's Harbor an hour or an hour and a half. As you know, boats needs to be repaired, there is constant need for facilities for that, and in the South Bay there is none since South Bay Boat works shut down about a year and a half ago. Now all these people really need to work on their boats to keep them safe. So, please, I am here really to support Mark Sanders and his project."

Mike Still, an Olympian and world champion rower, member of Kent Mitchell Rowing Club, founding coach of a high school rowing program operating out of the Port of Redwood City and former coach at Stanford, made the following comments:

"While I was a coach at Stanford, I realized there were two private schools that had rowing programs and there were no other programs for high school kids. So at a certain point, some parents that were interested that had gone to rowing camps, or their kids had gone to rowing camps, but there were no opportunities for them to

row, approached me and, after two years of chewing my ear, I agreed to start this program. And at that time, there were no programs for kids in Redwood City other than two private schools. Now there are four high school club programs that are open to all kids in the Redwood City area. And there are unfortunately no facilities for them. There are some facilities that were designed to be a warehouse, or designed to be a boat works place, or it is a shore and you are allowed to build racks next to the shore so that they can walk out into the water and launch their boats, but there is no real place that rowers can call their homes. And we co-existed with the private schools that were using the MSI facility for one year. We had one boat, so it worked out quite nicely when we were in the beginning. We have expanded to quite a few more boats. Now we have so many boats that we cannot put them on a trailer, there is no place really to put them. We co-existed for two years with Stanford in the parking lot at the Port of Redwood City, and that worked out well, and then Stanford built their boat house and we are dismantling that facility and the high school program is now homeless. Stanford moved all their equipment into their boathouse, but there still remains no facility for kids or masters, for that matter. So I am here obviously to support Mark Sanders' project. My philosophy on rowing from the beginning, which probably had something to do with my success in rowing, was to dream big, to have a dream. And obviously Mark Sanders has a dream here. The reason I coached rowing is not to make money because there is no money really to be made. I do it because rowing gave so much to me. I am sure the reason Mark Sanders is doing this project is not to get rich. It is a dream that he has and he is dreaming big. And I guess, in conclusion, we all here, at least all the rowers. Why don't all the rowers stand up for a second. I mean, all the boaters, for that matter. We all need homes. And we are piggybacking on Mark Sanders' dream, so please help him achieve his dream."

Justin Wickit made the following comments:

"A year ago I joined SVC and from that moment on I have been hearing stories about how great Olympic rowers rode out of our Port. And, you know, it is really encouraging just to know that Olympic rowers took their first strokes out of the place where you are rowing. Please let this happen."

Ted Warburton, the President of the California Association of Harbormasters made the following comments:

"We are a 55-year-old non-profit organization representing marinas and harbors throughout the entire state of California. I lost count of how many actual members we have, but I am here to urge the BCDC Commission to really wrap their arms around this wonderful project. Obviously you can see that the community has really come to the forefront and is asking for this. You are the last step and I think this is

something BCDC really could be proud of. There is nothing else I can add that has already been added. I hope you approve this project."

Kerrie Allen, a private citizen member of the Coast Guard Auxiliary, Power Squadron and boat owner made the following comments:

"I have sailed my boat from Mexico to Canada. I teach sailing in the Port of Redwood City. I teach women, I teach kids. Rowing safety is very important and this facility will offer us the opportunity to do more training of kids, more training of adults, because, as most of us know, any idiot can buy a boat, but they do not have to have a license and they can go out and get in trouble. So we try to train them so they know what they are doing when they get out on the water. Mark's facility offers a place for us to provide training, a place to hold our meetings, and spread the word about boating safety. I hope you support this program."

Thelma Madalia, a paddler for Hui Waia Outrigger Canoe Club, made the following comments:

I mainly coach the kakee or children crews, and they range in ages of 5 to 12, with the average age being 10. And there are about 20 of them. And if you have ever seen 20 children running around in that area, you know that it is not an environment I would like for them to be in, and this facility looks like the perfect facility for them as far as safety, access to the water, and I think they will enjoy the surrounding areas and the environmental areas that they can see. So I hope that you approve this project."

Kirsten Shubert, representing fellow members of the Palo Alto Junior Rowing Club, made the following comments:

"I want to show the need for this plan to succeed and be built. We basically live off our trailer for rowing in the morning for morning practices and afternoon practices. We spend a good 40 minutes de-rigging and rigging our boats again just so we can get on the water, and there is not very much access, though a boat house would greatly help our practice. Crew and rowing is something that can help provide scholarships for college for women can be greatly used and I just hope that you support this as much as we do."

Lynn Gardner, one of the founders, head coach and Program Director of Palo Alto High School made the following comments:

"We are actually now Palo Alto Public Rowing Club. That was one of my students. We represent five high schools and we also do an outreach program to the community. We provide rowing for kids from the inner city, from Redwood City, and East Palo Alto, who otherwise probably would not have the opportunity to come out

and row. I look at crew not just as a sport, but I think crew is very important in the development of young teenagers. A lot of our teenagers are latch key kids that have no place to go after school or before school, and crew teaches these young athletes discipline, gives them direction and goals which follow them through their life. So, as Chris, my student said, crew can also be a stepping-stone to college. Right now, we row off of our trailer. We also piggybacked on Stanford's boathouse or their dock, which is moving. They had a temporary dock in the Port of Redwood City. When their dock goes, we actually have no access to the water. There is no place for us to launch and meet. The way the Port of Redwood City boat ramp is with the two hand docks, it is impossible to get an aid out on the water, first of all, and secondly, my kids are there at 5:00 a.m. every morning just so that they can spend 40 minutes to rig their boat to go on the water for a half an hour, and then another 40 minutes to de-rig their boat so they can get to school. They are very dedicated young athletes. Having this marina would support many kids in the community and kids are our future. Also, it would help us coaches. Myself, when my launch breaks down, I have to take my boat out of the water and go to Alviso to have it repaired and sometimes lose two, three days of practice. So we thank Mark Sanders for developing this plan to this point and hope that you support it and allow the dream to come true."

Tom Keegan, a San Francisco Bay sailor for 35 years made the following comments:

"I first started in Alviso. My daughter has been sailing since she has been about two-months-old. Mark had mentioned about a destination area. One of the things that I do as a cruise fleet director for Sequoia Yacht Club in Redwood City. We are constantly looking for places to go and this would definitely be a world-class facility. If you build it, they will come."

MOTION: Commissioner Carruthers moved, seconded by Commissioner Rose to close public comment. The motion passed.

Chair Kaufman expressed appreciation for the turnout of public speakers and their support. The Commission will be voting on the project at the next meeting.

Commissioner Carruthers pointed out the impressive array of letters sent to the Commission about the project and a few in particular that raised questions. The letter from Mr. and Mrs. Delfino and the letter from the Committee for the Completion of the Refuge both raise questions about materials to be used, or approaches for handling the bittern. He would like to hear from staff before voting on how those will be addressed. Another matter was raised by Ralph Noble's letter that Commissioner Carruthers was not entirely clear about and was then clarified by Mr. Noble.

Mr. Noble explained that due to Mr. Sanders making an application, the Corps made a jurisdiction determination, which would not have happened if this project had not been put forward. In addition, the jurisdiction is part of Salt Pond 10 therefore pending decisions relate to the rest of Pond 10. Furthermore Pond 10 hydrologically and historically is no different than all the rest of the Redwood City crystallizers. So the same decision, if made on that basis, would not apply to all of them. Mr. Noble felt it to be a very important decision to be made.

Ms. Gaut pointed out that the area that the Corps designated as jurisdictional wetlands is actually a drainage swale that is in between the project site and Pacific Shores. Responding to Carruthers question, Ms. Gaut clarified that the designation would not apply to the salt ponds but would apply to the drainage swale.

Commissioner Rose exclaimed her support for the project and its innumerable benefits for the community of Redwood City. Her questions for staff were as follows:

- a. What size boats can be hauled out;
- b. What is the range of size boats that are expected to be rented to in the marina;
- c. Will those boats all be able to be handled at that particular haul-out facility;
- d. Once these boats are hauled out, where are they going;
- e. Are there facilities for boats coming off the water to go into a covered structure;
- f. 12 public parking spaces seem insufficient;
- g. Where would the 5,000 square foot yacht club be located and how would it be run, public or private;
- h. Should the Commission weigh in on whether or not the boat house should be for young people's sports first because it will not accommodate the demand; and
- i. How are the pump-out stations located on every dock.

Ms. Giani, in response to Commissioner Kondylis' question stated that the beer can race is open to the public.

Commissioner Bell queried whether one or two marinas that are no longer in use or in declining use will be filled-in as the presentation stated and what would that entail.

Mr. McAdam clarified that the proposal by Marina Shores Village in Redwood City includes the creation of a residential tower and office building from Pete's Harbor

inward towards 101. The two marinas have been acquired by the developer and one of them is empty now and the other is on the way to being empty. He did not understand the re-arrangement of the water areas that are largely beyond the Commission's jurisdiction up Redwood Creek. There is a portion of the project, the most northeasterly portion that is in BCDC's jurisdiction. It is a very small part of the overall project.

Mr. Travis stated it is not fair to say they will be filled in. They will be changed. The way the project is being designed is the marinas will be largely for the residents of the development, so it is displacing boaters.

Commissioner Ross referred to page 7 of the staff analysis where there is a representation that Fish & Wildlife Service had concerns about protection of wildlife habitat on Greco Island and that was a representation by the Applicant that there are numerous mitigation measures to be implemented. He would like to have a confirmation one way or the other that Fish & Wildlife has been satisfied with the project as described.

Ms. Gaut explained that there are a number of mitigation measures contained in the environmental document, but there are several additional measures that the Fish & Wildlife Service would like BCDC to consider and include in the permit.

Commissioner Ross said he would like to also get confirmation before making a finding by the Commission that that aspect be confirmed and that the concerns of Fish & Wildlife Service have been addressed.

Ms. Gaut explained that the Fish & Wildlife Service has approved the project. There may be some confusion because there is an endangered species branch that had to review the project, and there is also a branch of the Fish & Wildlife Service that is managing the refuge nearby, and this refuge group had several additional measures they would like us to consider. This point will be further addressed in the recommendation.

Commissioner Ross then referred to Exhibit H and G in the packet with regard to public access. He wanted to know if this reflects the recommendations of the design review committee, particularly with regard to any issue on the southeast corner where there is this projected linkage with trail access.

Ms. Gaut clarified that exhibits G and H are after the Design Review Board, and they do reflect their comments, although the Design Review Board would like to see the project for further details once the Commission approves the project. On the Applicant's side of the property line, all of the representations for dedication have been made so that if easements are obtained, then that linkage can be effected.

Commissioner Sweeney expressed an interest in hearing more about the use of de-watered bittern as fill, how that is going to be used, how it is going to be capped, and how staff is proposing to deal with problems with the cap that might leach bittern back into the open water or surrounding areas.

Ms. Gaut stated it was staff's understanding that the bittern has all been removed by Cargill, so what is left is the mud that lays underneath the bittern. The mud will be dredged and used as fill surrounding the site. The Regional Water Quality Control Board has viewed this project as well and they have approved it. Staff will double-check to see whether any toxic materials, or at least contaminants or brine materials are properly dealt with. The water that is de-watered would be pumped to the remaining Cargill ponds that are behind or landward of the project site.

Mr. McAdam noted that afterward it will still be a bittern pond. He pointed out that this is one bittern pond that has been split into two pieces. The bittern from this pond has been pumped into the other pond, and what happens to that remains to be seen. Those ponds which are actually just below the marina drawing were not part of the Cargill acquisition. They are still held by Cargill. Cargill will continue to remove the salts and bitterns and brine from those ponds. Once that material is removed, Cargill probably will seek a buyer and try to develop them over time. Up to this point, staff has not considered salt that has been crystallized as part of the process, including all by products as fill. This is considered part of BCDC's salt pond jurisdiction until the levee is breached. Once the levee is breached and it is open to tidal action, it will be part of the Bay.

Commissioner Waldeck referred to a letter stating "Within BCDC there is a belief that little boating interest exists in the South Bay, and we are content to go to the North Bay or Alameda Estuary to enjoy the Bay." He noted that he never heard anybody on the BCDC staff or Commission say that it was their belief that there is little boating interest in the South Bay. As far as the empty bittern pond, when it is filled with water and has the docks there, should this be looked upon a substantial amount of fill and very little open water or as an open water place with a lot of fill. Or should one look at it as a empty bittern pond and that actually any water, even if there were more docks, it is all manna from Heaven anyway.

Mr. McAdam explained that from the standpoint of BCDC's policies, it should be looked at it as a bittern pond, part of the Commission's salt pond jurisdiction, which then requires when salt ponds are developed, that a substantial area of the salt pond be open water. When looking at this marina, there are a variety of ways of looking at whether this is open water or not. The Commission has never had to make this kind of finding before, so in some regards, this is new territory. One could say that the entire basin is open water and so there is now 26 new acres of open water to be used to meet BCDC's substantial open water test. One could look at

the basin and delete the square footage of fill, which is pretty much all pile supported or floating fill, and what is remaining is open water left to meet the substantial open water test. One could look at the areas where there are not actually boats sitting. In other words, depending upon how you view it, it could be greater or lesser.

Commissioner Waldeck wondered how unique is this project here and how precedential is it. How would that shape future salt pond policies or applications that come up before the Commission.

Mr. McAdam acknowledged this is a very unique project, but that it is hard to say how much precedent this will set. He reminded the Commission that pretty much all salt ponds in the North Bay, which are about 10,000 acres, have already been acquired by the state, so there probably will not be anything like this in the North Bay. In the South Bay, probably two thirds of the ponds have been acquired by the state and federal governments, so that leaves one-third in Cargill's ownership, most of which will be continued to be used to develop salt, and another 1,400 acres or so left here in Redwood City.

If one would be looking at how many of those salt ponds could be developed for marinas, the answer is very few, just by the nature of where the salt ponds lie and the water conditions and hydrological conditions they are in. There probably will be some development potential in some of the ponds retained by Cargill, particularly in the Redwood City area. They probably will not be for marinas.

Commissioner Waldeck further commented on placing bittern from one pond into another and Mr. McAdams replied that with respect to whether this development will have an adverse effect on Cargill's ability to make salt in the future all of the Redwood City ponds basically are being taken out of production. So taking this 50-acre site out of production in the sense it was just used for bittern probably has no impact on Cargill's ability to make salt in its remaining ponds. Taking the bittern from the pond and putting it into the system, is that a sound thing to do is something that has been done for decades now. Cargill routinely takes bittern, puts it back into its salt making operations, or brines, or salty water that it does not use, back into the system to run it through. And in fact, as part of the restoration of the Cargill ponds that have been acquired by the government, they intend to essentially take the salt out by flushing them with fresh water. So it is very consistent with what has been done, and none of the bitterns or waters coming out of this area will be directly placed into the Bay. It will all be contained in the system. The Water Board prohibits any of this water to be discharged into the Bay.

With respect to this overall project improving the wildlife and the environment around there, Mr. McAdam explained that the Applicant is proposing to have public access that meets the Commission's public access policies in sensitive wildlife

areas. Because, in fact, one does not necessarily want the public tromping on or immediately adjacent to sensitive habitat, but should be able to have the public enjoy it in a manner that is compatible with the habitat.

Ms. Gaut added that the project includes mitigation for the Corps' jurisdictional wetland in the drainage swale area, but also there is a roosting area for birds that will be mitigated on Cargill's property.

Commissioner Lai-Bitker inquired where the mud material will go.

Ms. Gaut explained that the material that is excavated from the salt pond would be used to create the land as shown on the site plan.

Commissioner Carruthers felt that this is a unique situation and does set a precedent for how the Commission might deal with other kind of salt pond proposals.

Commissioner Sweeney noted that this is a question here of dominoes, i.e. how dominoes start falling here if the bittern is moved to the rest of this bittern pond, presumably at some point the Commission will be faced with another proposal for some sort of development. Presumably at that point, that bittern is then moved to another neighboring salt pond. Perhaps then that salt pond has evolved into a bittern pond which does not have much value, and of course the Commission is then faced with another proposal to do something on that pond. He would be interested in hearing from staff as to how staff proposes to deal with the dominoes here, and once the Commission starts down the road in terms of making certain decisions, what will happen in terms of precedent.

Mr. Travis noted that bittern is often described as toxic, and legally it is not toxic. It is Bay water in which sodium chloride has been taken out of it, and it is what is left over, so it is very concentrated Bay water. It is toxic to organisms that cannot stand it in the same way that freshwater organisms would find Bay water toxic. But it does have a market value. Cargill continues to harvest the bittern and use it, so it is not entirely something that is a waste product that you have to get rid of, so there is some hope and, as the plan for the area that has been acquired in the South Bay, Cargill will be harvesting the bittern and using it for commercial product in removing it.

Mr. McAdam agreed with respect to the ponds in the Redwood City area, they are not going to be considered part of the salt pond system forever. Essentially, Cargill will be over time removing the salt and removing the bittens to its plant on the east side of the Bay. What remains of those ponds basically remains to be seen. Staff does not exactly know what is going to happen with them, but does not think Cargill

intends to have them part of the salt pond system for more than ten or 15 years at most.

Ms. Gaut pointed to correspondence with Cargill, and on page 5 of the staff report, Cargill does note that it will depend on the salt market on how much bittern they will be pumping to their Newark plant.

Mr. McAdam noted that Cargill will still have to meet the same policies that this applicant has to meet in terms of providing substantial open water within any development of those ponds.

Commissioner Rose asked for a clarification concerning creating a bird refuge in one area that is immediately adjacent to an active bittern area where a lot of this dredged stuff is being deposited.

Ms. Gaut explained that the bittern will be removed from the site and there may be some residue left in the muds that will be de-watered and placed to create the land, but that will be capped by several feet of clean, imported material. And the Regional Board believes that that process is adequate.

A discussion followed on the subject of possible detrimental activity to birds.

10. Public Hearing on Proposed Regulations to Incorporate a New Commission Policy on Ex Parte Communications. Jonathan Smith explained that in early 2002, the Commission established a committee to review and make recommendations concerning Commission policy on ex parte communications, and between then and last February, the Committee met on a number of occasions in public session, and the Commission itself held a public hearing twice on the proposed policy. On February 6th, the Commission adopted the text to a proposed policy and directed the staff to commence formal rulemaking to adopt the policy as a Commission regulation to be sure and to make the policy enforceable. On May 23rd, the Commission mailed a Notice of Proposed Rulemaking, the proposed text, and an initial statement of reasons, as well as a document the committee had asked the staff to prepare entitled "BCDC Answers to Typical Questions about Ex Parte Communications." Those were mailed to the Commission and to the public. Today the Commission is holding a public hearing which is part of the formal rule-making process. The proposed text would delete existing Section 11325 and add new sections 10280 through 10287, all part of the formal process of rulemaking. The staff anticipates that the Commission will vote on the proposed deletions and additions on August 7th and thereafter the staff will prepare and submit the Rulemaking Order and file to the Administrative Law

Commissioner Rose called attention to the fact that in looking at the general definition of ex parte, it all looks very carefully done, however, it does not

specifically call out permissively or negatively Commissioners speaking to one another about issues.

Mr. Smith explained he did not think a Commissioner is considered to be an interested party. The policy, as written, applies to discussions between Commission members and interested parties, and one commissioner is not an interested party when speaking with another commissioner. If a commissioner had an interest in the project and had recused himself or herself, that would be a totally different deal.

Chair Kaufman opened the public hearing for public comment. There was no public comment.

MOTION: Commissioner Gus Morrison moved, seconded by Commissioner Cutler to close the public hearing. The motion passed.

11. Consideration of Approval of Two Contracts with the California Coastal Conservancy. Howard Iwata recommended that the Commission authorize the Executive Director to enter into two interagency agreements. Both agreements are with the California Coastal Conservancy. The first agreement would provide BCDC with \$180,000 for two years for Fiscal Year 2003-2004, and 2004-2005. This would help fund one Coastal Program Analyst for two years. BCDC would assist the Conservancy in planning and in implementing the salt pond wetland restoration project in the South Bay and the Hamilton restoration project in Marin County in a manner consistent with BCDC's laws and regulations. There is some possibility that the amount of funding could be augmented in future and/or length of the agreement extended. Therefore, staff recommends the Commission authorize its Executive Director to enter into an interagency agreement with the California Coastal Conservancy and to make any non-substantive amendments to the agreement including revising the amount or duration of the agreement so long as amendments are consistent with the underlying purpose of the agreement. The second agreement would provide BCDC with assistance in administering BCDC's mitigation process, to implement the in-lieu mitigation and public access program, BCDC created a number of special deposit accounts in a State Treasury with the approval of the Department of Finance. BCDC currently has ten special deposit accounts totaling approximately \$2.3 million. Although permit conditions often specify where the funds must be spent and who must receive the funds, the Department of General Services has recently concluded that BCDC does not have the explicit legislative authority to make grants. Accordingly, the Department of General Services has advised BCDC that it can distribute the mitigation funds provided by permittees only by going through the normal contracting process which involves issuing requests for proposals and bidding. This approach would be inconsistent with the permit mitigation requirements and could unreasonably delay

the completion of critical mitigation and public access projects. To deal with this problem, BCDC has contacted the California Coastal Conservancy, which has explicit legislative authority to make grants. The California Coastal Conservancy has agreed to administer BCDC's mitigation agreements in accordance with the Commission's permit requirements; therefore, the Conservancy has agreed to absorb the workload of BCDC's existing mitigation agreements. However, if this agreement is to continue in the future, the Commission should consider requiring additional funds to be paid by permittees to cover the cost of administering the mitigation account.

Therefore, staff recommends the Commission authorize its Executive Director to enter into an interagency agreement with the California Coastal Conservancy to help administer BCDC's mitigation process. Because the intent is to transfer any additional funds collected from permittees in the future, the staff also recommends the Commission to authorize its Executive Director to make any non-substantive amendments to the agreement, including revising the amount or duration of the agreement, so long as amendments are consistent with the underlying purpose of the agreement.

Chair Kaufman invited any members of the public to present comments on this item. There was no public comment.

Commissioner Carruthers complimented staff on an what seems to be an elegant solution to the administering of the grant funds. That seems like a remarkable accomplishment.

Responding to Commissioner Waldeck's inquiry into the Commission's input on the spending of the \$2.3 million, Mr. Travis explained that the Conservancy's role is truly limited to taking the funds and giving them to who the Commission specify they go to, and requiring them to use them for those purposes. As an example, Mr. Travis recalled the approved permit for the Richmond-San Rafael Bridges, which provided \$700,000, and it specified the money was to be used for mitigation in the north and central Bay, and it was not specified exactly where. The staff will then try to find projects that meet the permit conditions. They then bring that to the Commission and advise that there is this project, or that project, and recommend that this or that amount of money be used for it. The Commission will always get to decide.

Commissioner Gus Morrison referred to the possible suggested elimination of the Coastal Commission and asked if there is a provision in this agreement that if some unlikely circumstance happens that BCDC back away from them.

Mr. Travis explained that the agreements are crafted in such a way that the Commission has explicit authority. Were the Legislature to defund the Commission, there would be contractual agreements out there that could not be fulfilled.

Commissioner Sarkissian inquired how and for what the money in these particular accounts are being used.

Mr. Travis explained that this is a situation where the Commission tries to provide a service to permittees. Permittees come forward, they have a project, the project needs mitigation, it is the permittees' obligation to fulfill the mitigation, and they cannot do it; so rather than deny the permit, the Commission has historically allowed permittees to pay into funds for either mitigation or public access projects. So none of these could be used for Commission operations and, in fact, that is a little bit of a problem here because there is a cost of administration. In the future there probably will be a provision that requires the permittee to pay for the cost of administration. Legally, staff believes that BCDC has the authority to use the funds and make grants. The Department of General Services does not believe BCDC has the authority. Staff believes they are wrong; however, any contract in the State of California has to be approved by the Department of General Services. So even though they are wrong, they won't approve the contracts. That is why this elegant solution had to be crafted, because the Coastal Conservancy has the explicit authority in law to make grants. Commissioner Sarkissian then asked if BCDC would like to try to work towards officially and legally gaining that granting authority. He asked if that would be at all possible through the Legislature or is there any other means.

Mr. Travis said that staff is looking at minimizing the use of this approach, and if it is necessary to employ this approach, it could be that staff would require that the money either go directly to the Conservancy, directly to the project, or that there be some administrative fee associated with it.

MOTION: Commissioner Bates moved, seconded by Commissioner Lai-Bitker to adopt staff recommendation. The motion passed unanimously.

12. Old Business. There was no old business

13. New Business. There was no new business.

14. Adjournment. There being no further old or new business, upon motion by Commissioner Peskin, seconded by Commissioner Carruthers, the meeting adjourned at 3:25 p.m.

Respectfully submitted,

WILL TRAVIS
Executive Director

Approved, with no corrections, at the San Francisco Bay Conservation and
Development Commission Meeting of August 7, 2003

BARBARA KAUFMAN, Chair

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